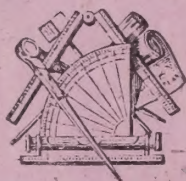




Bark Lucretia of New Bedford.
Geo. H. Smith of Vineyard Haven Master.
Four years and ten days out - 2800 Bls Sperm Oil.



C. R. SHERMAN & CO.,

(SUCCESSORS TO J. KEHEW,)

AT THEIR

NAVIGATION STORE,

49 North Water, cor. of William St.,

NEW BEDFORD,

HAVE FOR SALE ALL THE VARIOUS KINDS OF

Nautical, Optical and Mathematical

INSTRUMENTS,

NAUTICAL BOOKS, STATIONERY, &c., &c.,

At wholesale and Retail; and as complete an assortment of

CHARTS

Of all parts of the World Visited by Whalemen,

AS IS REQUIRED TO MAKE A COMPLETE

NAVIGATION ESTABLISHMENT.

ALL INSTRUMENTS

—FOR—

REPAIRS,



WILL RECEIVE

ATTENTION

THE PROP.



DELL MACY.

Remarks Tuesday May 12th ^{first part} First-pleasant. Middle and latter part. The same. With a fine breeze from the N East, at Ten A.M. weighed anchor and stood out to sea. in company with Bark. Atlantic & Glacier. & Com Morris. Pilot left off duty. Hunt. So Ends. All hands employed. No Obs.

Remarks Wednesday May 13th First part. Pleasant. With light winds from East to ESE. All sail set. Standing out to sea. heading N by East. Stowed Anchors & Cables at sunset. No man's Land bore N E by North. distant 20 mile. Middle part and latter pleasant. All hands employed getting Boat ready for whaling. got 3 ready. So Ends. Lat by Obs 38° 15' North Long by Chron 64° 45' West.

Remarks Thursday May 14th First part. Strong breeze from ESE followed by rain. Ship on the Southern tack with all bearing sail set. latter part. Moderate. with a heavy swell and hazy weather. All hands employed variously. So Ends. Lat by Obs 38° 13' N. Long by Chron 64° 12' West.

Remarks Friday May 15th This twenty four hours. light variable winds. heading S East with all sail set. Watch employed variously about ship's duty. So Ends. Lat by Obs 38° 40' North Long by Chron 64° 30' West.

Remarks Saturday May 16th This twenty four hours. light winds. Steered S E East with all sail set. Watch employed variously. Two sail in sight. So Ends. No Obs.

Remarks Sunday May 17th First part. pleasant. Steered S E by E East. with all drawing sail set. middle part and latter part. Steered ESE. a number of sail in sight. Watch employed variously about ship's duty. So Ends. Lat by Obs 38° 31' North Long by Chron 64° 40' West.

Remarks Monday May 18th First-pleasant. with a good breeze from S W. Steered ESE. with all drawing sail set. going about 8 miles per hour. At 6:30 P.M. passed over a shoal of sperm whales, luffed by the wind, and lowered two boats in pursuit. Whales going quick to the windward. At 7:30 P.M. boats returned without success. Middle part by the wind on different tacks under easy sail. latter part steered E by North. with a fresh breeze. Watch employed variously about ship's duty. So Ends. Lat by Obs 38° 04' North Long by Chron 64° 41' West.

Remarks Tuesday May 19th First part. blowing a moderate gale from S W. put the ship under easy sail. Middle part. still blowing fresh. latter part. Steered E N East. Watch employed variously about ship's duty. So Ends.

Lat by Obs 38° 58' North Long by Chron 64° 13' West.

Ship Sirr Perry. George H. Smith. Master. Working East.

Remarks Wednesday May 20th ^{hr} First part. Moderate Gale from S. S. West. by the wind. under easy sail. Middle part. Moderate Gale and rainy Weather. by the wind under easy sail. Latter part. Moderate. made sail and steered E. N. East. Watches employed variously about Ship duty. So Ends.

Lat by Ob 39.05 North.
Long by Chr 61.04 West.

Remarks Thursday May 21st ^{hr} First part. pleasant winds from S. W. E. N. East. with all drawing sail set. At sunset shortened sail. and luffed by the wind. on the S. Eastern tack. Middle part. fresh breeze by the wind on the Southern tack. Latter part. Steered N. East. If nothing worthy of Note. Watches employed about Ship duty. So Ends. Lat by Ob 40.31 North. Long by Chr 59.38 West.

Remarks Friday May 22nd ^{hr} First part. fresh breeze from S. S. W. Steered N. East. At sunset shortened sail for the night. and luffed by the wind. Middle part and latter part. Moderate Gale and rainy Weather. by the wind on opposite tacks under easy sail. Watches employed about Ship duty. So Ends.
Lat by Ob 39.36 North. Long by Chr 58.36 West.

Remarks Saturday May 23rd ^{hr} First part and middle part. fresh breeze by the wind on different tacks. Latter part. Calm. All hands employed breaking out. So Ends.
Lat by Ob 39.36 North. Long by Chr 58.28 West.

Remarks Sunday May 24th ^{hr} This twenty four hours Steering various Courses. with fresh breeze. Watches employed variously about Ship duty. So Ends. Lat by Ob 40.31 North. Long by Chr 57.41 West.

Remarks Monday May 25th ^{hr} This twenty four hours. light winds. and fresh breeze. heading different Courses. saw a number of H. backs. Watches employed breaking the after Hold. So Ends. Lat by Ob 41.02 North. Long by Chr 55.53 West.

Remarks Tuesday May 26th ^{hr} This twenty four hours. fresh breeze by the wind on different tacks under easy sail. At 12 M. steered S. by East. Watches employed. Lashing Sails. So Ends.

Lat by Ob 40.31 North. Long by Chr 56.48 West.

Ship John Perry. G. F. Smith. Master. Working East In 1868.

Report
Wednesday May 27th First part. light wind. Steered Steered S by East. At sundown shortened sail and luffed by the wind on the Northern tack. Middle part and latter. light wind and rainy weather. on different tacks. A number of sails insight. Watch employed variously about ship duty. So End. Lat by Ch 41.11 North. Long by Ch 51.09 West.

Remarks Thursday May 28th This twenty four hours. fresh breeze. and light wind. Steered to the Southward. set plenty of Hin back. Watch employed variously about ship duty. So End. Lat by Ch 40.46 North. Long by Ch 56.30 West.

Remarks Friday May 29th First part. pleasant wind. Steered S by South. At sunset shortened sail and luffed by the wind. Middle part by the wind. latter part Steered N by East. Watch employed variously about ship duty. So End. Lat by Ch 40.44 North. Long by Ch 56.18 West.

Remarks Saturday May 30th These twenty four hours. light variable wind and calm. Lowered Boat to practice Crew. Lat 40.52 North. Long 55.44 West.

Remarks Sunday May 31st First part pleasant winds from the Southward. Steered S by S by South. with all sail set. Middle part and latter part much the same. Watch employed variously. So End. Lat by Ch 40.52 North. Long by Ch 56.27 West.

Remarks Monday June 1st First part. moderate wind. Steered E by East. set black fish got none. Middle part and latter part. fresh breeze. Steered E by East. Watch employed variously about ship duty. So End. Lat by Ch 40.41 North. Long by Ch 54.28 West.

Remarks Tuesday June 2nd First part. blowing a moderate Cal. Middle part and latter part. the same. Steered S by S by South. with all bearing sail set. Watches employed variously about ship duty. So End. Lat by Ch Long by Ch

Remarks Wednesday June 3rd These twenty four hours. moderate Cal. and rainy weather. Steered S by E by East. under easy sail. Watch employed variously about ship duty. So End. Lat by Ch Long by Ch

Remarks Thursday June 4th These twenty four hours blowing a gale from W by West. ship holed under easy sail. Watch employed variously about ship duty. So End. Lat by Ch Long by Ch

Ship Firey Perry. George H. Smith, Master. Working East.

Remarks Friday June 5th These twenty four hours, fresh breeze, and rainy weather. Steered S by E 4 East, under easy sail, nothing insight. Watch employed variously about ship duty. So End. Lat by Ob 38° 16' North Long by Chr 39° 40' West.

Remarks Saturday June 6th First part, fresh breeze. Steered S by E 4 East. At sunset, shortened sail for the night. Middle part and latter part, ship on different tacks, by the wind. Watch employed variously about ship duty. So End. Lat by Ob 38° 16' North Long by Chr 39° 40' West.

Remarks Sunday June 7th These twenty four hours, fresh breeze, by the wind on different tacks. I sail insight. Watch employed about ship duty. So End. Lat by Ob 38° 49' North Long by Chr 39° 40' West.

Remarks Monday June 8th These twenty four hours, fresh breeze from N East. Ship on E 3 Eastern tack. Watch employed about ship duty. So End. Lat by Ob 38° 30' North Long by Chr 39° 46' West.

Remarks Tuesday June 9th These twenty four hours, fresh breeze from N East to N East. Ship on the Eastern tack. Watch employed about ship duty. So End. Lat by Ob 39° 16' North Long by Chr 39° 40' West.

Remarks Wednesday June 10th These twenty four hours, fresh breeze and light winds from the Eastward. Ship on different tacks, by the wind. Watch employed variously about ship duty. So End. Lat by Ob 39° 00' North Long by Chr 39° 00' West.

Remarks Thursday June 11th These twenty four hours, fresh breeze from the Eastward. By the wind on the Northern tack, only sail insight. Watch employed about ship duty. So End. Lat by Ob 40° 10' North Long by Chr 34° 41' West.

Remarks Friday June 12th These twenty four hours, light breeze from the Eastward by the wind on different tacks, under all sail. Watch employed, breaking out the after hold. So End. Lat by Ob 40° 26' North Long by Chr 34° 34' West.

Remarks Saturday June 13th These twenty four hours, light air and calm. Watch employed about ship duty. Carpenter sheathing the deck. Lat by Ob 39° 48' North Long by Chr 33° 58' West.

Remarks Sunday June 14th These twenty four hours, light air from E N East. Ship on the Eastern tack. Watch employed variously about ship duty. So End. Lat by Ob 39° 24' North Long by Chr 33° 00' West.

Ship Furber Perry George H Smith Master. Round Western Islands

Remarks Monday June 15th First part: light variable wind, and Calms, nothing in sight. all Day Set, trying to get to the Eastward. Most light N.W. and Calms. latter part: light Air from the Westward. Steered E & East with all drawing Sail Set. Allhands employed breaking out the hold. So Enos.
Lat by Ch 39° 30' North. Long by Ch 32° 08' West.

Remarks Tuesday June 16th First part: light Breeze from West to South. Steered E & East with all sail set. at sunset set nothing, furled some of the light Sails and Steered S & E & East. thick Cloudy weather. Looking for the Islands of Flores, out of the Western Is. At 8 P.M. took in all sail but reefed Topsails. At 11 P.M. hauled the fore & Mizzen Topsail aback, and luffed by the wind. At 4 A.M. made all sail, and Steered E & East. At 6.20 A.M. made the Island of Flores bearing East. Distant Sea 30 Miles. got good Observations, and found 1st thro. 16 Miles by the way, the other 21 mile. Watches employed variously about Ship's duty. So Enos.

Lat by Ch 39° 38' North.
Long by Chro. after R. at 10. 31° 22' West.

Remarks Wednesday June 17th First part pleasant wind, from the Westward. Steering for the northern End of Flores Is. with all sail set. At Four P.M. hauled aback, about one mile from the shore off Ponta Delgada, and Vila Franca, one Boat came along side, but no one came on board. At sunset. Hood to the Northward off shore. Middle part: going off and on the Island. At 8.30 A.M. the Captain went on shore with a Boat crewed after Recruits. Two sail Allhands employed. So Enos.
Lat by Land 39° 35' North. Long by Chro 31° 21' West.

Remarks Thursday June 18th First part: fine Breeze from W & West going off and on the South End of Flores Is. got on board some Recruits. At 8 P.M. reefed the Topsails. Middle part and latter part: fresh Breeze and Squally. At 2 P.M. Captain went on shore to get off the rest of the Recruits. Allhands employed. So Enos.

Lat by Ch 39° 38' North. Long by Chro 31° 20' West.

Ship Fire Brig. George H. Child, Master. Bound for the

Remarks Friday June 19th First part, fresh breeze from the westward. At 2.30^{pm} had all ourSecord on board. Squared the yards and steered S by South for Pagan. 2 Sail insight. Steering about the same course, middle part, good breeze. Steered the same course. At 5 AM. Made Pagan Id. Steered for it. With all bearing Sail set. All hands employed to End.

Remarks Saturday June 20th First part, fresh breeze and squally. At 11 PM. the Captain went on shore, and sent Letter and got Linc. At 3 PM. returned. Made all Sail and heaved to the Southward. At Sunset Steering by the Linc. with all bearing Sail set, heading South. Wind W by West. Middle part, fresh breeze and squally, and raining. Steered S by W by West. With all bearing Sail set. Latter part Steered the same with a fresh breeze. Nothing insight. Watches employed variously about Ship duty. So End. Lat by Ch 36.37 North. Long by Chr 28.00 West.

Remarks Sunday June 21st First part, moderate breeze from the westward. Steered S by W by West. With a Sail set. one Sail insight. Middle part and latter part, much the same. See one Sail. So End. Lat by Ch 34.31 North. Long by Chr 27.32 West.

Remarks Monday June 22nd First part, light air from N N West. Steered S by W by West. With all drawing Sail set. one Sail insight. Middle part and latter part, light winds from N N West to North. Steered S by W by West. With all drawing Sail set. Nothing insight. Watches employed variously about Ship duty. So End. Lat by Ch 33.24 North. Long by Chr 27.17 West.

Remarks Tuesday June 23rd First part, light winds from North. to N East. Steered South. With all Sail set. Middle part, still light winds. Latter part, light breeze from E N East. Steered South with all Sail set. Nothing insight. Watches employed variously about Ship duty. So End. Lat by Ch 31.56 North. Long by Chr 26.43 West.

Remarks Wednesday June 24th First part, pleasant winds from East to E S East. Steered South with all Sail set. Middle part and latter part, wind and weather continuing the same. Nothing insight. Watches employed variously about Ship duty. So End.

Lat by Ch 29.48 North. Long by Chr 25.24 West.

Soloo Sea 21st 1867

Ship. Jurek Perry. George H. Smith. Master. Bound for the

Remarks Thursday June 23rd. First part pleasant winds from East-
to E. N. East. Steering South with all sail set. Middle part
and latter part. Winds the same. Steered the same. all drawing
sail set. See nothing of land. Watches employed about ship and
to end. Lat by Chron 24° 13' North Long by Chron 23° 00' West.

Remarks Friday June 26th. First part pleasant winds from
N. East. Steered South with all drawing sail set. Middle part
and latter part. Continuing the same as the first part.
Nothing in sight. Watches employed regularly about ship
and to end. Lat by Chron 24° 31' North Long by Chron 24° 11' West.

Remarks Saturday June 27th. First part. Light winds and
light rain S. by S. At 3 P.M. Steered S. by W. West. with
all drawing sail set. Wind N. N. East.

Journal of the U.S. Fish Commission, 1881

		S.		E.	
Dec	7 th	Lat 32° 48'	Long 117° 27'		
"	14 th	" 32° 30'	" 117° 31'		
"	15 th	" 33° 13'	" 118° 52'		
1882					
		S.		E.	
Jan	30 th	17° 21'	117° 38'		
Feb	7 th	3° 32'	118° 32'		
March	15 th	3° 08'	" "	June 16 th	
1883					
		S.		E.	
Jan	1 st	4° 50'	123° 38'		
"	31 st	" 5° 03'	123° 38'		
1884					
Jan	13 th	" 4° 46'			
"	15 th	" "			
"	22 nd	St. Bouten.			
"	26 th	" "	" "		
"	30 th	1. Miss. from Hong Kong, etc.			
Feb	2 nd	" "	" "		
"	27 th	" 3° 35'	126° 33'	Amble 25 th	
March	1 st	" "	" "		
1885					
April	3 rd	Banco, etc.			
"	11 th	Banco, etc.			
"	13 th	Zulla, B.			
"	25 th	Mplucca, Passage.			
May	12 th	Cape Candy.			
"	17 th	" "	" "		
Oct	4 th	Mort.			
"	15 th	Off. Lotta.			
"	19 th	" "	" "		

taken to the Coast. Fish of Cagayan.

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Run to Barb. Savage & Co. 1892

1892. 1. 6. 3. E.
Monday 15th Lat 37° 30' Long 114° 06'

18th Old Barro.
19th " "
20th " "
21st " "
22nd " "
23rd " "
24th " "
25th " "
26th " "
27th " "
28th " "
29th " "
30th " "
31st " "

17th Old Salicaroo.
20th Lat 3° 33' Long 129° 31'
30th Old Morte.
1st " "

Cel. 1st C. Zatta
100 1st C. Morte
100 1st C. Morte

Lat 3° 55' Long 127° 05'
Old Kaiman.

Lat 3° 55' Long 127° 05'
St David's of Morino North 15 miles.
12th " " 1° 45' " " 13° 45'
28th " " 1° 40' " " 12° 45'
11th 1st Mt Kio bat S S E. Mo Nado 2 miles
" " 13th " " " " " "
28th " " 3° 11' " " Morte South 40 mile distant.
15th 1st Srangoni Sh. S East 12 mile distant
16th " " " " " "
12th " " 3° 15' " " 12° 24'
27th " " 1° 42' " " 12° 50'
23rd " " 1° 28' " " 13° 00'
26th " " 0° 36' " " 12° 14'
28th Asia Sh. N.W. by W. West 9 mile distant.

Notes on the first part of the day

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Notes to the Barlography of New Bedford.



Metolices	had	the	L. Boat.
2 nd	"	"	S. Boat.
3 rd	"	"	W. Boat.
4 th	"	"	B. Boat.

George H. Smith

Shore, Green Bay, Bark H. Cla. in 1844

1844

		W	
Sept	1st	10:30	5:30
2nd	" "	10:30	5:30
3rd	" "	10:30	5:30
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29th	" "	10:30	5:30
30th	" "	10:30	5:30
31st	" "	10:30	5:30

1st Maki Banks S. West Bright
 14th " " 5:30 " " 5:24
 15th Muriel 25 miles Dist
 18th " " " " East Wharf
 20th " " " " " "
 6th South of Muriel
 12th " " " " " "



Whale seen from the Cape H. Pigeon.

Sept. 6th Atlantic Ocean, Lat 38° 48' North.

1793. January 10th. Off Cape Horn

October 25th Lat 25° N Long 86° 32' W

November 2nd Lat 30° 8' N Long 90° 15' W

December 1st Lat 0° 06' N. Long 113° 00' W.

December 6th Lat $0^{\circ} 08' N$ Long $114^{\circ} 44' W$

24. June 2. 1848. 16. 4. 1.

Spurs S. 1/2 Sec 6, T. 34, N. Long. 100. 00. W.

1875: February 28th Lat. 50° S. Long 100° 42' W.
" " 29th " " " " " "

[illegible]

March 10th Sat 1st B. N. Long 101st 00. W.

March 12th Lat 0, 43' N. Long 100° 19' W.

April 10th Lat $0^{\circ} 35' N$ Long $100^{\circ} 40' W$

May 12th Lat $0^{\circ} 56' N$ Long $83^{\circ} 44' W$

May 11th Lat 0° 36' N. Long. 12° 44' W.
May 12th Lat 0° 36' N. Long. 12° 44' W.

May 10th Lat 0^o 58' N. Long. 82^o 40' W.
 May 10th Lat 0^o 58' N. Long. 82^o 40' W.

May 19th Sat C. 24 A. very 15 22, 11th

Mar 20th Quapaw City S. 45 Miles Dist.

December 6th Lat 44° 40' S Long 108° 03' W.

December 1st. Lat 4.30. S. Long. 108.00. W.

December 23rd Lat 4.05 S. Long 111.30 W

Feb 27th Lat 35.17 S Long 16.00 W

North ¹⁰ Lat 43° 00' Long 23° 30' W.

March 4th 1892. Mary, N. S. H.

Cape Horn Region. Whales, G. C. Baker, Master.

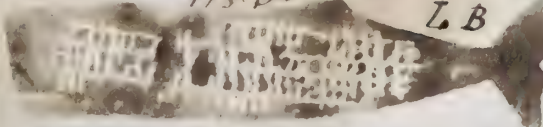




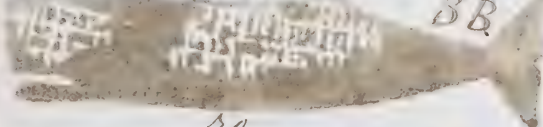

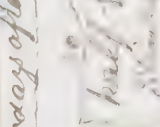



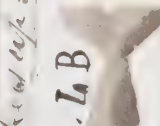




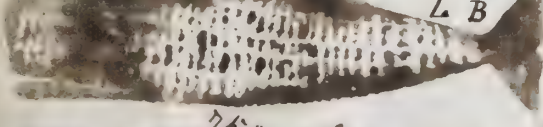
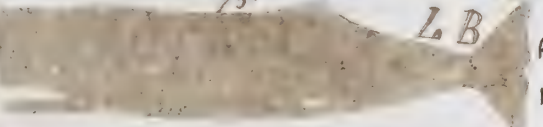

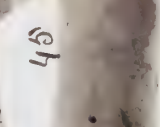








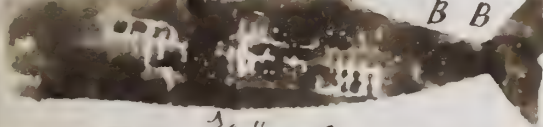


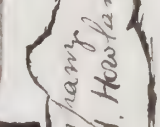
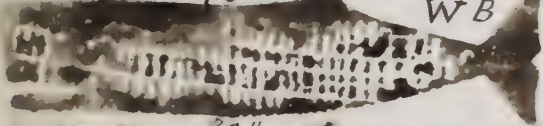


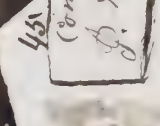
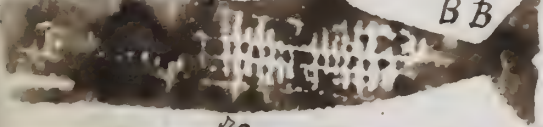


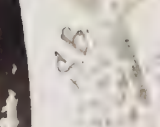

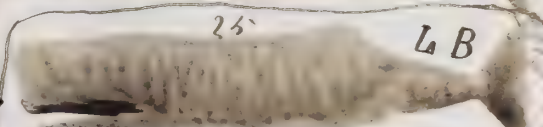



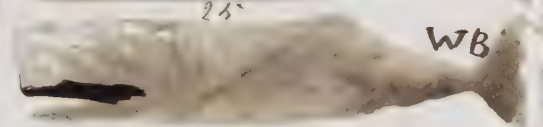

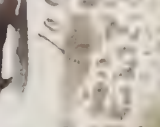

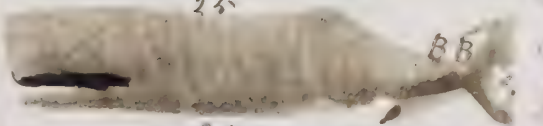














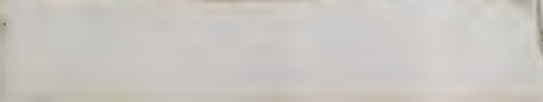





Whales Seen From the Lucretia

			34.45	34.45
1877	July 28 th	Atlantic Ocean.	74.28	54.23
"	August 11 th	"	35.28 N.	48.23
"	October 15 th	"	22=18 N.	26=35
"	November 9 th	"		
	December 24 th	off Cape Horn.	14.10 S.	34.34 W.
1878	Off Huaflo. December 30 th		52=35 S.	78=30 "
"	"	January - 4 th		
"	"	" 7 th		
"	"	February 11 th		
"	"	" 27 th		
"	"	March 28 th		
"	"	" 5 th	37=10 Long	75=40
"	"	" 13 th		
"	"	" 19 th	37.08 "	76=10
"	"	June 25 th	37=00 "	76=04
"	"	"	31=30 "	86=00
Sept 19 th	Lat 35.12 S.	Long 77.20 W.		
" 20	" 35.00 S.	" 77.30 W.		
Oct 23 ^d	" 36.00 "	" 75.00 "		
Oct 24 th	" 35.40 "	" 74.50 "		
1879	1878 Nov 7.	off Palcahuaran.		
Jan 11 th	"	43.42 "	76.03 "	
" 25 th	Hauffo 21	East 35 miles.		
Feb 8 th	"	" " E by S. 20 "		
March 3 rd	"	" " E by S. 35 "		
May 15 th	Lat 19.00 S.	Long 83.40 W.		
" 30	Galapagos 21	South Head 1 1/2 miles		
June 14 th	Off Rodondo	Oct 2.		
June 24 th	Lat 3.00 S.	Long 104.33 W.		
Sept 4 th 5 th	"	4.40 " 104.48 & 105. West		
" 11 th	"	6.30 " 109.20 W.		
Nov 22	"	42.00 S. " 76.00 West.		
1880 Jan 4 th	"	Hauffo 21 E by S. 12 miles		
March 13 th	"	35.35 S. Long 75.10 W.		
June 5 th	"	32.00 " 82.40 "		
" 16 th	"	31.10 " 82.55 "		
" 29 th	"	32.40 " 83.40 "		
July 13 th	"	32.40 " 83.00 "		
Aug 31 4 th	"	32.40 " 82.40 "		
" 5 th	"	" " " "		
" 7 th	"	32.40 " 83.00 "		

Continued on the 29th page

Lucretias *Whales.* *Geo. F. Smith. Master*

 115" <i>LB</i>	 40 <i>BB</i>	 15" <i>LB</i>	 Ship
 115" <i>WB</i>	 70 <i>BB</i>	 35" <i>LB</i>	 Picked up 5 days after struck
 8" <i>BB</i>	 70 <i>BB</i>	 15" <i>LB</i>	 15" <i>LB</i>
 8" <i>LB</i>	 70 <i>BB</i>	 15" <i>LB</i>	 15" <i>LB</i>
 110" <i>LB</i>	 75" <i>LB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 75" <i>LB</i>	 100 <i>BB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 75" <i>WB</i>	 75" <i>BB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 90" <i>BB</i>	 100 <i>BB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 70" <i>WB</i>	 100 <i>WB</i>	 15" <i>WB</i>	 45" <i>BB</i>
 70" <i>BB</i>	 72 <i>BB</i>	 15" <i>WB</i>	 45" <i>BB</i>
 70" <i>BB</i>	 25" <i>LB</i>	 15" <i>WB</i>	 45" <i>BB</i>
 55" <i>LB</i>	 25" <i>WB</i>	 15" <i>WB</i>	 45" <i>BB</i>
 55" <i>SB</i>	 25" <i>BB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 90 <i>BB</i>	 25" <i>SB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 90 <i>BB</i>	 25" <i>LB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 85" <i>BB</i>	 25" <i>BB</i>	 15" <i>LB</i>	 45" <i>BB</i>
 85" <i>BB</i>	 25" <i>Ship</i>	 15" <i>LB</i>	 45" <i>BB</i>

*(im) hant
J. A. Howland.*

Whale seen from the *Lucifer*.

1880. Sept 3rd Lat 33° 20' Long 82° 00' W

Oct 9th " 35° 50' " 74° 50'

" 10th " 35° 30' " 74° 40' "

" 22nd " 35° 40' " 73° 30' "

Nov 29th " 38° 00' " 82° 00' "

Dec 12th Haupo 24, E.S.E. 30 Miles.

1881. Jan 15th Haupo 24, E.S.E. 20 "

Jan 17th Haupo 24, E.S.E. 18 " two.

Jan 25th Haupo 24, S.E. 40 "

Jan 28th Haupo 24, E.S.E. 20 "

Feb 4th " Lat 42° 00' Long 75° 30'

Feb 18th Haupo 24, S. 30 Miles.

Feb 20th " " 18 " Half Whale. P.A. Howland

Feb 22nd " E.S.E. 30 " P.A.H.

Feb 26th " East 20 " P.P.W.

March 1st Lat 38° 40' Long 76° 00' W

Wine & Beer from the mill, H. & Co.

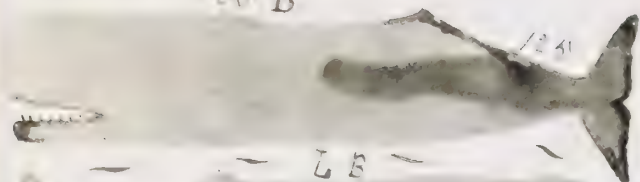
Full 2000 lbs. 200 5000 H. & Co.
 August 25. 1882 4000 H. & Co.

5200 400 200 700 H. & Co.
 1700 400 1700 400 H. & Co.

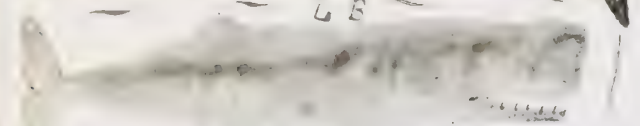
500 500 500 500 500 500 500 500 500 500
 1100 500 1100 500 1100 500 1100 500 1100 500

Mary & Richard Harris Geo L. Smith Mar 11

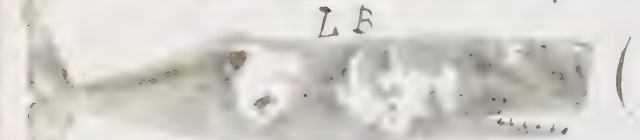
WB



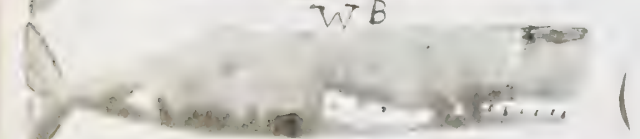
LB



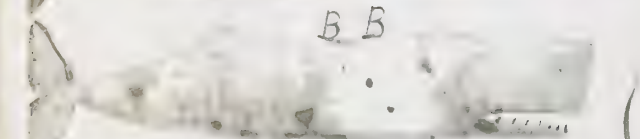
LB



WB



BB



WB



LB



BF



SFE



124
125
126
127
128
129
130

March 18th - Honolulu, T.H. 1844.

Left Honolulu March 19th. Good
rough passage up to the 24th. Wind
from West to S.E. heavy
Rain and snow and hail.

April 1st Fresh breeze and equally from the
N.E. & S.W. Made the 2nd day of
Pounas Ka, and passed to the Eastward
of it, and to the Westward of the 3rd day.
plenty of Snow on the Land.

Abstract from the Bank of Montreal, 1863

1863		6	
Jan	15 th	6.23	111.30
"	22 nd	6.32	111.32
"	30 th	"	"
Feb	4 th	6.32	111.32
"	28 th	6.29	111.37
"	12 th	6.41	111.23
"	22 nd	6.04	110.37
"	22 nd	5.54	110.29
"	27 th	6.00	110.23
"	28 th	6.10	"
"	30 th	6.00	110.27
"	31 st	"	"
"	1 st	6.10	110.30
"	2 nd	6.10	110.44
"	5 th	6.05	110.32
"	6 th	5.45	110.45
"	8 th	6.09	110.46
"	9 th	6.10	110.56
1863			
Feb	15 th	6.20	110.01
"	16 th	"	"
March	11 th	9.25	110.00
"	13 th	8.55	109.27
"	14 th	8.17	109.34
April	28 th	11.00	100.00
"	13 th	5.58	111.03
1 st July	3 rd	6.12	111.24
Sept	4 th	"	110.12
"	5 th	6.15	110.20
"	13 th	6.03	110.39
"	15 th	6.18	110.37
"	30 th	6.04	111.04
"	24 th	"	111.06
"	31 st	6.24	110.17
Oct	16 th	6.00	111.05
"	29 th	"	111.15
"	31 st	6.19	111.01
"	10 th	6.44	110.17
"	11 th	6.23	110.43

G. W. Davis Account and Current

1877

Flores Is.

Sept 1st	To 64 ad. Hens at 50c	\$ 32	
"	" 55 Bushels Potatoes at \$1.00	\$5 00	
"	" 8 1/2 thousand Onions at \$2.40	20 40	
"	" 24 Pumpkins at 10c Each	2 40	
19th	70 ad. Hens at 8c	5 60	104 12

Carried Forward.

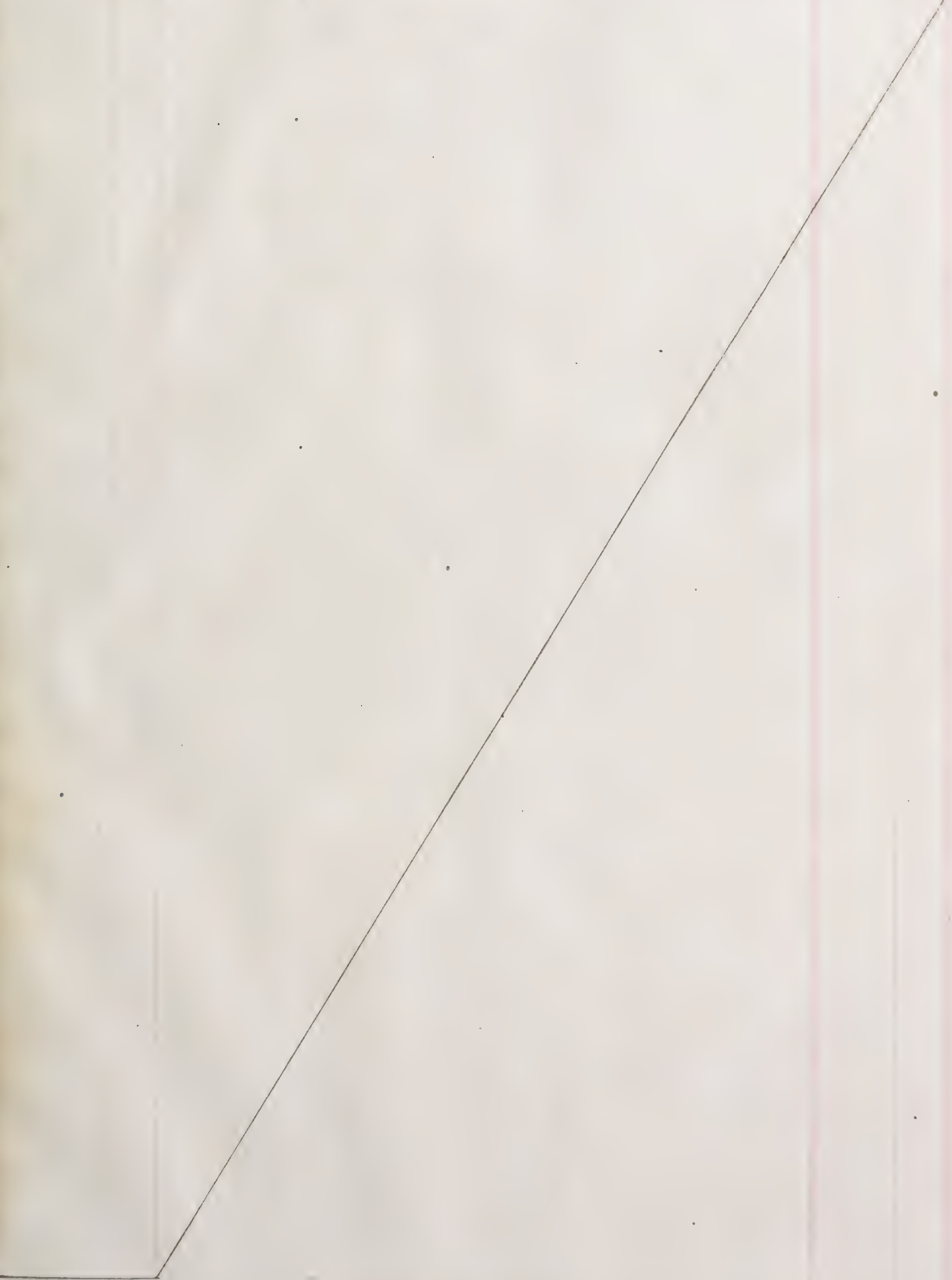
\$ 104 12

Account With Geo. H. Smith Master & Co.

Dr

Credit

1862	Jan 1	Balance	45 ⁰⁰	41 40
		to the credit of 10.00		55 00
		10.00		450
		to the credit of 10.00		104 50



Carried Forward

104 50

The First Generation of the Cherokee

1877

Hazal 186

104 70

Sept 29th To Post dues	50
" Hired Copying of books	60
" 60 Bushels potatoes 12¢	7 20
" 30 Squashes	2 20
" Baskets for freighting Potatoes	54
" Porterage to visitors	50
" Porterage for carrying off	25
" the Smith's work & 1/2¢ per	1 25
" Porterage for 11¢ per	3 30
" Circular account	26
" for advancing money	2 00
" Lighter taking of Potatoes	4 00

(41)

Cherokee

168 78

Account with C. S. Smith Master. A.C.

109 44

1500

31

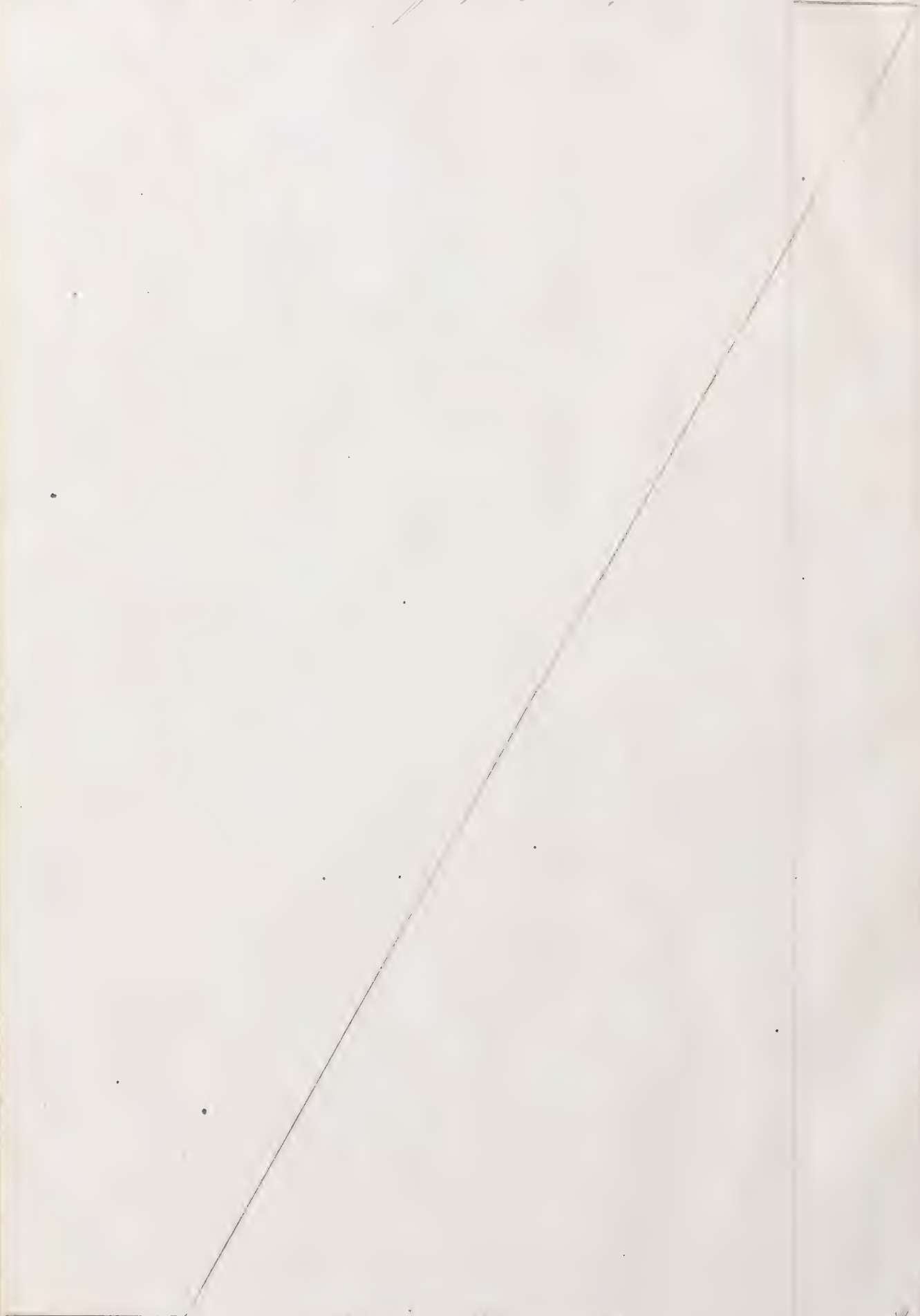
4. 14

62 43

55 55

Dr. D. H.

...	Bravo Df		
...	Amount brought forward		168 2
CO	184 to Bill of health.	CO	CO



Dr. D. H.

Account with Geo. H. Smith & Co.

338

Balance

Amount brought forward.

168 99

Oct 19 By Cash

6 75

6 75

Received for cash

\$ 134 24

Dr. Bank of Lucca, Lucca, Italy

1848

— Talcahuano
Amount brought forward.

175 50

Apr 20 To Cash for Request	435 50	
" 25 To Cash for Request	210 00	
" Hotel Bill	142 80	
" Consular Bill	480 58	
" Blacksmiths Bill	19 75	
" John P. Wests Bill	73 00	
" 12 lbs. Coffee & Mails	4 80	
" 654 lbs Beans @ 3 1/2 ct	22 89	
" 42 low water	42 00	
" Side Letter	6 50	
" 702 lbs Sugar 7 ct	63 18	
" 16 tons water	16 00	
" 14 tons water	14 00	
" 24 tons water	24 00	
" 3 days Lunch Miss. Kerry Bill	22 00	
" 24 tons water	24 00	
" Consignment doing ships business	17 25	
" 30 lbs Cheese 18 ct	5 10	
" Hiring Extra Cooks	15 00	
" Dr Trembles Bill & Boat hire	102 00	
" 62 lbs Gas	20 25	
" Cash from Wilson & Stanton to advance crew	553 21	2558 25

Amount forward

2558 25

Bill Geo. H. Smith Master U.S.

Subscribed
Amount brought forward

124 74

By one Whale Boat
" draft on Wm Lewis Esq
" Premium on the same

105 00

212 38

178 24

2405 62

Geo. H. Smith

258038

Carried forward 26/32

all Genl. Smith's Mails. C.

1875

from "Terzagradz" M.
amount due to Terwar

2580 36

20th By C. H. W. Tobacco 40^{cts}

24 20

24 20



Received of

2604 56

Dr Bark Lucretia & Crews L. A. 1878

1878

Talcentiano

Nov	20 th	To 4056 lbs Bread	223 08
"	"	10 Bbls Flour at 6.80	68 10
"	"	50 lbs Coffee 35 ^{cts}	17 50
"	"	200 lbs Sugar at 14 ^{cts}	28 00
"	"	1 doz Can meats	6 50
"	"	2 kegs Iron for Nuffs	35
"	"	25 lbs Pitch	3 15
"	"	Policies for Embarking	60
"	"	7 3/4 lbs Pepper	2 50
"	"	3 1/2 lbs Wine	34 50
"	"	Blacksmiths Bill	10 58
"	"	Water dues & Roll Capt Port	4 50
"	"	Stamped paper Custom House	1 00
"	"	Marketing & Receipts	129 81
"	"	Consignment doing ships business	17 25
"	"	Consuls Bill	247 00
"	"	Hotel Bill	24 00
"	"	Clarks Bill on Cash	10 00
"	"	Cash from Wilson & Stanton	38 50

1441 75

Carried forward

3855 50

H. Smith Master, C.

Amount brought forward.

260454

Nov 20th By 310 Lbs Sperin Oil at 100 310 00

" 1008 Lbs Soot 7^{cts} 70 56

" 20 Meat Bls. 120 24 00

" 4 Bls Shish 15 00 60 00

draft on Wm Lewis Esq 898 07

Premium on draft at 11^{cts} 8888¹/₂

1361 54

Carried forward.

3966 07

Dr. Park's Lumber & Charcoal

1878

Salamanca
Amount brought forward,

3855 93

March 18 th	2	Wm. Coffey & Co	40	
"	8	"	1st Nails 45"	3 60
April 12 th	"	1/2 doz Pan greeds		6 00
"	1	"	Fruit	10 30
"	1/2	"	Milk	2 75
"	3	Cum Roast Beef		3 75
"	2	Boxes lach		30
"	1	Nail Hammer		1 40
"	2	Cans, m... ..		2 00
"	10	55 lbs Sugar at 1100		119 35
"	90	Bags Flour at 30 ^{cts} by		270 00
"	25	lbs White Lead		7 00
"	15 th	"	1103 lbs. Beans 2 1/2	27 37 1/2
"	"	"	Spikes & Stages on 1/2 as	2 35
"	"	"	Mustard & Chocolate	2 30
20 th	"	"	6809 lbs Bread	306 00
"	"	"	50 1/2 tons Water, Taxes on same	55 00
"	"	"	Police on Stores	1 40
"	"	"	Manifest Clearance & Licenses	520
"	"	"	Port wine	17 60
"	"	"	Consignment doing ship business	17 25
25 th	"	"	Consolidated Bill	351 03
"	"	"	Marketing & Receipts	368 41
"	"	"	Hotel bill	60 00
"	"	"	Spade poles & Boat hire	6 30
"	"	"	Cost of 1000 lbs.	

3855 93

Wm. L. Mustie Esq.

La Cuckoo, 100
 amount brought forward.

550.00

By 455/1000 700

" 400 1000 400

" draft on Wm. Lewis Esq.

" Premium on same at 51/1000

1000

1000

1554 75

575 60

2580.84

To Cash Received of ...

1875 ...
Amount brought forward

May 1st ... 9 Perils ... at 5, 78



Carried over ... 637257

Gen. S. Smith. Bath. C.

plum. *ferme* *clap* *pl.*
monid *clap* *clap* *clap*

1866 81

Aug. 1st 1866 4000 4000

11 00

11 00

1866 81

1866 81

I. Park Lumber Co. (Owner) to Account

1878	At plea			
	Amount owed, 1st year			639.00
	By Man			
Jan 1st	To 25 Bls Mocha 2000	11.80		
	" 2 Cans 22 - 100 2100	4.72		16.52
<hr/>				
Oct 13th	By Juan Fernandez 1st			
" "	To 6 Cans Lard	55.00		55.00
<hr/>				
1880	By Mocha			
Feb 11th	To 28 Bls Potatoes 1500	43.12		
	" 100 Bls Hay 2000	7.50		
"	4 Hogs	10.00		
"	452 lbs Beef 800	36.16		106.68
<hr/>				
Total				645.68

Geo. H. Smith, Master

18 2 casks weight, 100 lbs. 68 70

(18) 10 Bys 6 lbs Tobacco at 45^{cts} 28 20 29 20

Feb 11th By 6 lbs Tobacco at 45^{cts} 28 20
 " 1 Bl Shrub 15 00
 " 10 Gls Molasses 30^{cts} 3 00 43 20

Carried forward.

66 40 51

Dr Bk *Journal of (James W. Allen)*

1850

Talcahuano.

Amount brought forward.

6430 55

May 1 st	Dr. Wagon to Houston Bill	100 00	
April 1 st	Dr. Wagon to Houston Bill	1054 50	
	Dr. Wagon to Houston Bill	40 00	
	Dr. Wagon to Houston Bill	49 40	
May 7 th	Shipping & unloading	171 50	
April 1 st	Dr. Wagon to Houston Bill	10 00	
" 20 th	B. A. Freeman's Bill	515 04	
May 12 th	" Hotel Bill	35 12	
" "	" Hotel Bill	65 25	
" "	" Hotel Bill	34 00	
April 1 st	Dr. Wagon to Houston Bill	10 15	
April 1 st	Dr. Wagon to Houston Bill	82 00	
" 1 st	John & Winthrop	6 00	
" 1 st	Dr. Wagon to Houston Bill	80 00	
" 14 th	Dr. Wagon to Houston Bill	15 00	
" 1 st	Dr. Wagon to Houston Bill	8 00	
" 1 st	Dr. Wagon to Houston Bill	67 70	
" 1 st	Dr. Wagon to Houston Bill	5 30	
" "	Medicine for crew	26 75	2675 00
	Cash advanced crew	490 12	450 12
" "	Dr. Wagon to Houston Bill	8 00	
" "	Extra Cooper & Laboring men	40 00	
" "	C. H. Taylor Boat & Labor	4 00	
" "	Wagon to Houston Bill	25 35	
" "	Shipping & unloading	90 00	
" "	Dr. Wagon to Houston Bill	6 00	
" "	Dr. Wagon to Houston Bill	20 00	
" "	Cash of Wagon to Houston	520 00	811 98

Cash advanced

1010300

Chas Geo Smith Master et

Apr 10 th By draft on Wm Lewis Esq	1035 89	
in payment of account	505 45	
		6640 31
Apr 11 th draft on Wm Lewis Esq	1013 35	
in payment on same	466 15	3083 50

Apr 12 th By 1 Old Boat	65 00	
" 4 Boxes Tobacco 8.00 per Box	32 00	
" 4 Bls Mush 14.00 per Bl	56 00	
" 10 Cuffs Bl 1.00	10 00	163 00

Apr 10 th By 1 Box Tobacco 20 lbs @ 50	10 00	
" draft on Wm Lewis Esq		
in favor Nelson Stanton	266 35	
in payment on same	122 50	183 85

To Cash for ...

1880

... ..

10/10/80

May	21 st	To	12 Cords wood	6.00	72.00	
	"		250 lb Beef		23.00	
	"		100 " Salt fish		8.00	
	"		20 " Pork		5.00	110.00

May	10 th	To	2 C. ...		4.75	4.75
-----	------------------	----	----------	--	------	------

Wm. C. Smith, Master

10. *near ...*
Adm ...
1st ...

10285 91

20 00 20 99



Robert ...

10285 91

380

Apr 21st 1872
A 1872

11

Sept 22^d To 7 Cords Woods at 5.30

18507

~~1824.~~

H. G. & Smith Malt. Co.

*Juan Hernandez Jr.
Amount owing for malt.*

10305 91

*207 Bz 1 Bl of malt
" 3 Empty Bz*

*12 00
1 00*

15 00



Received for malt.

10320 51

Dr Bask-Lucretia & Son

501	Galcahuano		
	Amount brought forward		10 25
502	To Mary Stanton Pic		
	& Market Pk included	525 65	
"	Amount of account	20 40	
"	Cash when Stanton	515 00	
"	Medicine for ship	13 30	
"	Hotel Bill	18 00	
"	Plac. & M. Pk	1 20	
"	Paint & Brushes	8 09	
"	Carting wood	2 00	
"	1 plane Iron	70	
"	Boat-hire	2 00	508 25

Carried forward

1174 57

Wm. Smith & Co. Es.

1880
Talcahuano
 Amount brought forward 10320 91

Re 1st Bk. paid on 11th June 1880 320 00
 1st Premium on same at 60 312 00

" 5 Bk. Vessel at 16.00 80 00
 " 11 Emph^d Bk at 1.00 11 00 923 00

(Carried forward)

1045 91

Dr. Burk Liveria & Company

1881

Talcahuano
Amount brought forward.

11164 54

Apr 1st To Wilson & Stanton,
Market Consuls &
Hotel Bill included.

255 40

Mar 20th Cash from Wilson & Stanton
to pay off balance

3585 90

To Cash from Wilson & Stanton
to pay off balance

255 00

5233 44

Apr 1st To Freight

5 75

" Marketing

24 75

" 52 lbs Butter at 20

36 40

" Currass 222as 80

17 60

" 1 Box Soap

3 00

" Beans Eggs & milk

12 00

" Extra Medicines for Chas

2 00

" Fluid Extra Labor

52 50

" Chalk & Spices

5 00

" Custing Wood

8 00

" Coffee & Cocoa

11 10

" J. Van Ingen's Bill

65 44

" Wash Linen for Burk,

19 44

" " Linda Stewart "

34 20

606 42

" Cash from Wilson & Stanton

261 62

261 62

575266 14

Account with Geo. & Wm. Smith

To Cash recd. 120.

1124391

By Credit from Wilson & Hamilton 776 63

Draft on Wm Lewis Esq. in
favor Wilson & Hamilton 2000 00

1000 00

" 2¹/₂ draft of Wm Lewis Esq.
in favor of the same.
for money on Surplus & Co 1035 01
658 80 5733 43

" 38 3/4 Bbls Pork at 15 per Bbl 581 25

" 1 old Sack 15 00

" 1 good Boat 150 00

" 4 Cans of Lard 8 00

" 728 lbs Hoop Iron at 6 43 68

" 110 Gls Molasses 16 50

" 1 old Boat 100 00

" 314 lbs Tobacco at 40 125 60

" 24 thin Nails 20 00

" Boat Boards, Cars & Limbs 64 00

" 4 Bbls Thrush 64 00

" 27 pounds of Soap 2 50 62 50 1333 33

5183 01
18 25 15
54 43

Ship from New York to Boston June 1868

June 16th 1868

11 5/4 bushels of Potatoes at 45 ^{cts} per bush.	\$	53.	32.
6000 Onions at \$2.25 per thousand.		10.	00.
2000 lbs. of sugar, 10 cents.		4.	00.
Cash on hand.		1.	00.
1000 lbs. of health.		2.	00.

June 17th 1868

11 5/4 bushels Potatoes at 45 ^{cts} per bush.		3.	83.
3000 Onions at \$2.00 per thousand.		6.	00.

June 20th 1868

Port Charges at Puzos Pt. \$5.88 ^{cts}		5.	00.
-------------------------------------------------	--	----	-----

July 20th 1868 Cash in Specie now on hand

28. 36.

Ship's Cook Bag at Forest June 10th 1893

May 12 th 1893	Cash on hand. in Gold.	\$ 100. 00
June 10 th 1893	By one piece of Wampanoag Blanket 15 ^{cts}	9. 34
		9. 40
	Balance on Gold used.	
	" on Blanket Knives 15 ^{cts}	75.





}

11921
225
185

Ship Fishery New Bedford

George W. Smith Master

Sailed Mar 12th 1868. on

St. John's Bay

1. "When the evening shades descend
Thoughts more close I find
And then, even in the night,
I am not lonely thing."
2. "The morning comes my heart beats high
To think of life's little things
The world is so full of things
That I am not lonely thing."
3. "Then comes the hour I cease to think
Of all that heart must bring
Who has power to break the link
That binds me to the lonely thing."
4. "Though angry clouds arise and lower
To smother the storm's sad looking
And if it rain, let it rain,
I am not lonely thing."
5. "Though strong winds come, wind winds you see
Or sickness makes this little
World of cares that never leave you
While I am lonely thing."
6. "Their hands up I raise the drooping head,
This heart that never ceases
To beat with what it feels
That I am lonely thing."
7. "Never will we wander on together
Our feet will not divide
Come have trials or sunny weather
I have it under thing."
8. "Wealth hath its joys, its cares are great;
How deep its dust, how deep
I cannot hope to reach its state
Like being lonely thing."
9. "Enough to cheer our humble cot
To have love, peace, and spring
To sit with 'Auntie' happy yet
To be thus lonely thing."
10. "With the Cup of Life I say,
As great men do wine
I deep deep draught and this shall prove
How lonely I am thing."

"Contentment of 'You ever had."

"You are a girl doing."

"When this 'lonely thing' is."

"This I am lonely thing."

"The name is music to my ear"

"Oh, here, the magic ring"

"That binds our hearts, it graces us."

"And makes us lonely thing."

138
The Sun Will Shine Again.

Oh chase those thoughts away my love
The silence gives me pain:
Though clouds may brew to day, my love
The sun will shine again.
I am not in this wide wide world
Not so utterly lost,
For with that known one cherished hope
There is a sunny influence east.
Then chase those thoughts away my love
The silence gives me pain:
For a cloud may brew to day my love
The sun will shine again.

Full were bliss on earth my love
Without one shade of care,
We should not know the worth, in life,
Of that which we have to share.
But as I ever was betide
That is my trusting heart
But will be ever at thy side
Content to wear its part.
Then chase those thoughts away my love
The silence gives me pain:
Though clouds may brew to day my love
The sun will shine again.

Why is there

Home is not just a place to live,
Though with pictures hung and candles
None is and no lion there,
Home is a watchful eye, a deep
Smile with the heart above us,
Home is where there's one to love,
Home is where there's one to love us.

Home is not just a place to live,
It needs something to insure it
Home is where the heart can bloom
Home is where the heart can bloom
Home is where the heart can bloom
Home is where the heart can bloom
Home is where the heart can bloom
Home is where the heart can bloom

There is the heart to me

I never asked for pictures hung
I never asked for pictures hung
I never asked for pictures hung
I never asked for pictures hung
I never asked for pictures hung

I never sought the world's approval
To live in me its name,
But that the world might add
The world to the name.

I care not if the world would miss
Or hear for me a word
One kind of thing one kind of word
I care not if the world would miss

I care not if the world would miss
I care not if the world would miss
I care not if the world would miss
I care not if the world would miss
I care not if the world would miss

Lucretia's Sperm Oil

HxO		SxO	SxO	HxO	SxO	HxO	SxO	SxO	HxO	LxO
216	282	242	288	239	283	321	192	105	105	209
285	293	169	290	265	289	268	145	130	130	
275	304	260	327	287	290	281	132	293	293	140
279	295	260	330	289	862	260	108	349	349	635
283	273	300	235	226	237	240	230	314	314	
271	255	247			155	162	"	317	317	
283	272	210	266	1306	145	162	164	377	377	
275	277	148	336	136	147	16	170	308	308	
224	265	237	264	337	235	120	220	370	370	
298	273	236	235	238	250	154	125	309	309	
224	287	228	1101	732	250	130	125	309	309	
291	285	126	341	188	238	130	150	2872	2872	
291	130	2663	323	266	160	113	280	345	345	
284	above	292	305	183	311	256	290	256	256	
sent	home	286	317	292	260	311	283	293	293	
		210	319	266	177	311	215	310	310	
310	225			266	96	238	370	284	284	
338	150	193	286	266	160	316	134	315	315	
236	236	235	605	365	160	340	171	215	215	
150	286	251	267	280	164	255	104	111	111	
234	237		270	166	267	239	265	2129	2129	
241	283	310	337	144	268	236	329			
509	148	1777	223	110	311	236				
	153		237	336	3655	4670	4202			
	1718	220	288	331	220	258	322			
334	236	221	217	239	310	230	334			
309	226	222	253	322	277	359	112			
285	246	192	148	237	310	237	112			
828	151	196	145	350	324	282	314			
331	149	171	1535	1474	267	280	336			
328	288	170	340	127	258	350	215			
243	149	169	291	170	312	213	318			
902	149	135	234	125			2063			
282	230	1996	191	288	2278	261	309			
339	1824		1056	110	237	254	345			
336	274	238	237	114	280	274	235			
166	239	291	129	934	284	266	316			
317	322	288	100	3.01/180	213	266	294			
237	229	287	142	257	265	262	335			
130	290	241	205	148	1289	267	2152			
172	1354	329	108	279	175	282	350			
1019	238	282	304	146	322	4035	371			
336	334		270	184	217		372			
299	286		335	242	328		316			
635	213	148	170	240	131		345			
302	290	140	110	1476	125		373			
292	1689	266	140		228	240	346			
216	238	241			267	265	2473			
	300	240			253	1714				
	247	260								
	315	290								
	1100	2710								

Oil taken from May 1st 1875

145	235	237	330	330	140
140	260	288	220	150	140
120	285	217	260	129	140
260	285	283	140	110	140
238	220	148	140	142	230
235	315	145	340	200	140
255	220	188	251	108	140
275	150	260	234	300	1074
335	325	150	191	270	
318	230	275	300	335	
260	250	260	230	315	
240	223	260	225	118	

Oil taken from May 12th 1880 & 1881

300	280	230	260	230	Stinker	160	318	322
304	280	175	258	275	200	165	170	107
365	250	135	295	270	305	210	310	107
275	225	137	235	340	253	120	210	305
340	140	220	300	185	230	120	312	320
304	210	275	319	248	250	145	125	210
304	140	225	275	225	255	270	220	302
Plinker	230	300	200	265	185	280	260	307
335	225	258	240	255	138	278	255	302
365	282	200	206	255	125	211	100	322
355	130	230	250	248	102	355	125	225
365	300	150	265	245	200	130	285	303
370	250	95	250	275	225	166	118	281
330	165	115	250	250	280	100	312	325
235	75	180	300	245	205	255		332
241	145	120	250	210	248			
270	160	110	215					
255	109	300	145					
270	275	210	700					
270	300							



Sold by HOOPER, LEWIS & CO., Stationers, 122 State Street, Boston.

whereof _____ is Master, which Cargo was taken on board at _____ burden _____ tons.

feet, built at _____ and owned by _____
in the State of _____

Merchant, at _____ as per Register, granted at _____ the _____

day of _____ 187 , and bound for _____

RETURNED CARGO.	RETURN OF PASSENGERS AND OF PACKAGES BELONGING TO THEM RESPECTIVELY.	NO. OF DAYS PASSAGE.	VESSEL AND CABIN STORES.

Sworn to before me, this
I, *John W. Smith*, do solemnly, sincerely and truly swear, that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of *North Carolina*, contains, to the best of my knowledge and belief, a just and true account of all the Goods, Wares, and Merchandise, including packages of every kind and nature whatsoever, which were on board the *Beck & Co. Co.*, at the time of her sailing from the port of *Wilmington*, or which have been laden or taken on board at any time since, and that the packages of the said Goods are particularly described as in the bills of lading, signed for the same by me, or with my knowledge; that I am at present, and have been during the voyage, master of the said vessel, that no package whatever, or any Goods, Wares, or Merchandise, have been unladen, laden, taken out, or in any manner whatever removed from on board the said vessel, since her departure from the said port of *Wilmington*, except such as are now particularly specified and declared in the abstract or account herewith, and that the clearance and other papers, now delivered by me to the Collector, are all that I now have, or have had, that in any way relate to the cargo of the said vessel. And I do further swear, that the several articles specified in the said Manifest, as the sea stores for the cabin and vessel, are truly such, and were bona fide put on board the said vessel, for the use of the officers, crew, and passengers thereof, and have none of them been brought, and are not intended, by way of Merchandise, or for sale, or for any other purpose than above mentioned, and are intended to remain on board for the consumption of the said officers and crew. I further swear that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares, or Merchandise of any nature or kind whatever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report to the Collector of the Port or District of *North Carolina*. And I do likewise swear, that all matters whatsoever, in the said Report and Manifest expressed, are to the best of my knowledge and belief, just and true. I do further swear, that I have delivered to the Postmaster of this place all letters directed to any persons within the United States, or the territories thereof, which, under my care or within my power, were brought in the within named vessel, which I command, except such as are directed to her Owner or Consignee. I further swear that an officer of the customs has applied for an inspection of the Manifest of the cargo on board the said vessel, and that a certificate or endorsement has been delivered to me, on said Manifest of such cargo. I do further swear, that the Register of the said vessel herewith presented, contains the names of all the persons who are now owners thereof, and that no foreign subject or citizen hath, to the best of my knowledge and belief, any share by way of trust, confidence, or otherwise, in the said vessel.

So help me God.

Sworn to before me, this

day of

187

Collector.

No Beer, Ale, or Porter, can be imported, except in casks of not less than 40 gallons, beer measure; or in packages containing not less than 6 dozen bottles, on pain of forfeiture of the same, and the vessel in which they were brought; nor can any lump or loaf Sugar be imported except in vessels of 120 tons and upwards, and in casks or packages containing not less than 600 pounds weight; nor any distilled Spirits, (arrack or sweet cordial only excepted,) except in casks of the capacity of ninety gallons, wine measure, and upwards; nor in casks which have been marked pursuant to any law in the United States, on pain of forfeiture of the said Sugar and Spirits, together with the vessel in which they were imported.

certify, that the within Manifest was this day produced to me, as
original Manifest of the cargo on board the
is Master, from
In Witness whereof, I have hereunto signed my name, this
day of
187

INWARD FOREIGN MANIFEST.

Sold by HOOPER, LEWIS & CO., Stationers, 123 State Street, Boston.

Report and Manifest of the Cargo laden on board of the

whereof Geo. H. Smith is Master, which Cargo was taken on board at New Bedford burden 312 5/10 tons,
Length 175 feet, built at Bath in the State of Maine, and owned by William Lewis Esq.
and others. Merchant, at New Bedford, as per Register, granted at the
day of 187, and bound for New Bedford.

MARKS.	NUMBERS INCLUSIVE.	PACKAGES AND CONTENTS.	BY WHOM SHIPPED.	TO WHOM CONSIGNED, OR IF TO ORDER.	PLACE OF CONSIGNEE'S RESIDENCE.	PORT OF DESTINATION.
		<u>250 kegs Oil</u>	<u>Wm Lewis Esq</u>	<u>Wm Lewis Esq</u>	<u>New Bedford</u>	<u>New Bedford</u>
		<u>25 " Glassware</u>			"	"
		<u>20 " Whale Bone</u>	<u>Capt. C. Turner</u>	<u>Jonathan Burne</u>	"	"
		<u>1 " Flour</u>				
		<u>1 " Meat</u>				
		<u>1 " Sails</u>				

RETURNED CARGO.	RETURN OF PASSENGERS AND OF PACKAGES BELONGING TO THEM RESPECTIVELY.	NO. OF DAYS PASSAGE.	VESSEL AND CABIN STORES.

I, do solemnly, sincerely and truly swear, that the Report and Manifest subscribed with my name, and now delivered by me to the Collector of the District of contains, to the best of my knowledge and belief, a just and true account of all the Goods, Wares, and Merchandise, including packages of every kind and nature whatsoever, which were on board the or which have been laden or taken on board at any time since, and that the packages of the at the time of her sailing from the port of said Goods are particularly described as in the bills of lading, signed for the same by me, or with my knowledge; that I am at present, and have been during the voyage, master of the said vessel, that no package whatever, or any Goods, Wares, or Merchandise, have been unladen, laden, taken out, or in any manner whatever removed from on board the said vessel, since her departure from the said port of except such as are now particularly specified and declared in the abstract or account herewith, and that the clearance and other papers, now delivered by me to the Collector, are all that I now have, or have had, that in any way relate to the cargo of the said vessel. And I do further swear, that the several articles specified in the said Manifest, as the sea stores for the cabin and vessel, are truly such, and were bona fide put on board the said vessel, for the use of the officers, crew, and passengers thereof, and have none of them been brought, and are not intended, by way of Merchandise, or for sale, or for any other purpose than above mentioned, and are intended to remain on board for the consumption of the said officers and crew. I further swear that if I shall hereafter discover, or know of any other or greater quantity of Goods, Wares, or Merchandise of any nature or kind whatever, than are contained in the Report and Manifest subscribed and now delivered by me, I will immediately and without delay, make due report to the Collector of the Port or District of And I do likewise swear, that all matters whatsoever, in the said Report and Manifest expressed, are to the best of my knowledge and belief, just and true. I do further swear, that I have delivered to the Postmaster of this place all letters directed to any persons within the United States, or the territories thereof, which, under my care or within my power, were brought in the within named vessel, which I command, except such as are directed to her Owner or Consignee. I further swear that an officer of the customs has applied for an inspection of the Manifest of the cargo on board the said vessel, and that a certificate or endorsement has been delivered to me, on said Manifest of such cargo. I do further swear, that the Register of the said vessel herewith presented, contains the names of all the persons who are now owners thereof, and that no foreign subject or citizen hath, to the best of my knowledge and belief, any share by way of trust, confidence, or otherwise, in the said vessel.

So help me God.

Sworn to before me, this

day of

187

Collector.

No Beer, Ale, or Porter, can be imported, except in casks of not less than 40 gallons, beer measure; or in packages containing not less than 6 dozen bottles, on pain of forfeiture of the same, and the vessel in which they were brought; nor can any lump or loaf Sugar be imported except in vessels of 120 tons and upwards, and in casks or packages containing not less than 600 pounds weight; nor any distilled Spirits, (arrack or sweet cordial only excepted,) except in casks of the capacity of ninety gallons, wine measure, and upwards; nor in casks which have been marked pursuant to any law in the United States, on pain of forfeiture of the said Sugar and Spirits, together with the vessel in which they were imported.

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 is Master, from
 whereof
 In Witness whereof, I have hereunto signed my name, this
 day of
 original Manifest of the cargo on board the
 187